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# The China Mail

ESTABLISHED 1845

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HONGKONG, TUESDAY, FEBRUARY 1, 1910.

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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
Insurance in Force.....\$3,054,103.00.  
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Efforts Knox, Esq., Hongkong, Canton, District Manager.  
W. T. Tapp, Esq., Macao and the Philippines.  
Alexandra Building, Hongkong.  
Hongkong, November 14, 1909. 1424

## THE LATE MRS. W. H. WILLIAMS OF CANTON.

On Saturday last, January 29th, by the death of Mrs. Williams there passed away from the small foreign community in Canton one who will leave a bigger gap than any one else possibly could. Mrs. Williams had lived for 25 years in Canton and by her unflinching kindness, ever ready sympathy and genuine unselfishness had won a unique place in the hearts of all. The missionary community knew that they had in her a constant helper, who by gifts, prayer and sympathy was united with them in all their endeavours. Among the men of the Customs Service, the blue-jackets from the ships, and the lonely and friendless of all classes, she did a remarkable service. Her house was always open to them, there was always a welcome, a bright word of cheer, loving counsel, genuine help. As the news of her death goes from port to port there will be many who will feel they have lost a friend. As men of the Navy who have been to Canton come to hear that she has gone from us, there will be a deep feeling of regret that the kind, gracious presence will be there no more. Mrs. Williams knew no distinction of creed, her practical sympathy passed over all barriers of race or colour. She was the helper of all. She was a true Christian woman and full of the "love that breatheth all things, endureth all things, hopeth all things, which never faileth." As has been truly said, she had not an enemy in the world. The funeral service at the Shameson Church was remarkable. Such a gathering has never been seen before. All classes were represented. The British Consul General, the Commissioner of Customs, representatives of well-known all-business firms, the ladies of the community of various nationalities, the entire missionary body, members of the Peking community, and representatives of the Chinese, Christian and non-Christian, all united to pay their last tribute of respect. The service was conducted by Rev. P. Jenkins and Rev. J. W. Rogers, and Rev. W. W. Clayton gave a short address. After the service the coffin was carried by the members of the Young Men's Bible Class, which met in her house, to the Customs boat and from that transferred to the s.s. "Fahsien" for interment in Hongkong. The coffin was covered with wreaths. This morning at 10 she was buried in Happy Valley. The service at the graveyard was taken by Rev. J. A. Baker, while the Bishop of Victoria spoke a few words of gratitude and praise for such a life, so full of gracious ministry, and concluded with prayer. Mrs. Williams has gone, but her memory will long live, a continual reminder of what a consecrated woman battling with years of ill-health can yet accomplish.

## KEEP IT HANDY.

YOU may not need Chamberlain's Cough Remedy now, but at this season of the year you are liable to find it within twenty-four hours. It is the best remedy for all coughs, colds, whooping cough, croup, and all other lung troubles. It is the only remedy that cures. The only one that is safe for all ages and conditions.

## Business Notices.

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River Steamers, Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Rods and Bridge Work.  
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LOWEST PRICES AND PROMPT DELIVERY.

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EXCELLENT FILMS, BEST ARTISTS.  
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DAILY CHANGE OF PROGRAMME.  
COMPLETE CHANGE TWICE A WEEK, MONDAY AND FRIDAY.  
WYNDHAM (FLOWER) STREET, OPPOSITE G. P. O.  
DAILY AT 6.30 AND 9.15 P.M.  
SATURDAYS AND SUNDAYS, MATINEES AT 4 P.M. (HALF-PRICE).  
Hongkong, December 30, 1909. 1616

### THE VIENNA CAFE COMPANY, LIMITED.

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BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusively European management has been OPENED at the above entirely rebuilt and modernized premises.  
The latest sanitary improvements employed. Strictest cleanliness all over the place.  
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The Company has secured the services of Messrs J. SOKOLSKY and A. SOKOLOWSKY for the Bakery and Confectionary Departments. The long experience of both Gentlemen in up-to-date establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be supplied.  
The Patronage of the Public is respectfully solicited.  
Hongkong, September 13, 1909. 1160

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In Drums and Barrels of Various Colours.  
Prospectus and all information from  
SIEMSEN & Co., (Machinery Dept.) Hongkong, Sole Agents.  
Hongkong, December 7, 1909. 1619

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HONGKONG-MACAO LINE.  
S.S. 'SUI-TAI' 1,285 Tons and 'SUI-YAN' 1,285 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.  
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### EXCURSION TO MACAO.

The Company's Steamship 'SUI-AN' will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. on Sunday.  
Departures from Macao at 5 P.M.  
GREAT REDUCTION IN FARES.  
1st-Class Return.....\$2.00. 2nd-Class Return.....\$1.00.  
Single.....1.00. Single.....0.50.  
3rd-Class Single only.....\$0.50.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.  
Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (First Floor).  
Hongkong, January 1, 1909. 13

### NOTICE

HAVING been appointed AGENTS for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese risks at current rates.  
JOHN D. HUMPHREYS & SON.  
Hongkong, August 1909. 38

### NIGHT STEAMER TO CANTON.

New Twin Screw Steamer.  
S.S. SAN CHEUNG  
Fitted throughout with Electric Light and Fan supplied to all cabins.  
(Capt. J. McGowan).  
Leaves Hongkong for Canton at 9 P.M.  
SUNDAY, TUESDAY & THURSDAY.  
Leaves Canton for Hongkong at 6.30 P.M. on MONDAY, WEDNESDAY & FRIDAY.  
Fares, 1st-Class.....\$2.50 and 2nd-Class.....\$1.50.  
Special passages must be paid for.  
HONGKONG STEAMBOAT CO., LTD.  
No. 34, Queen's Road Central.  
Hongkong, November 14, 1909. 14

### E. C. WILKS, M.L.M.E.C.E. & A.M.I.N.A.

LATE OF WILKS & JACK, LD.  
CONSULTING ENGINEER, SURVEYOR & VALUER  
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Hongkong, April 14, 1909. 616

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THE ONLY FIRST-CLASS ESTABLISHMENT ACROSS THE WATER.

Our Bowling Alley has been Re-opened from the 1st instant.

## Business Notices.

### THE PERFECT LUBRICANT.

### Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.  
Used throughout the world on nearly all the Steamers of the P. & O. Line, in the satisfaction of Engineers and Owners.  
THE MOST ECONOMICAL LUBRICANT KNOWN.  
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.  
GUARANTEED FREE FROM ACID AND WATER.  
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

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THE WHOLE STOCK IN THIS DEPARTMENT

WILL BE OFFERED AT THE

VERY LOWEST PRICES

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### ASK FOR

### O. B. BEER and ALE

(Guaranteed Absolutely Free of all injurious preservatives).  
IN CASES OF 4 DOZ. QUANTS OR 6 DOZ. PINTS.

Beer - \$12.00. Ale - \$14.00.

Order from your dealer or from the

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### DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs, Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery, GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

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## Business Notices.

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In Casks at 375 lbs. net. \$5.50 per Cask, ex-Factory.  
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Shewan, Tomes & Co. GENERAL MANAGERS.

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ARE SHOWING

A NEW CONSIGNMENT OF

AMERICAN

BOOTS and SHOES

FOR

DAY AND EVENING WEAR.

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UNRIVALED FOR COMFORT AND COINAGE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRA.

L. F. DAVIES, Manager.

### PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Station, 1,400 feet above Sea Level. FINE to the South Windward and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL. Terms:—From \$5 per day. Town Office: 1, Des Voeux Road. Hongkong, February 8, 1909. 21

### CRUICKSHANK'S COUGH REMEDY

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

### ANISEED AND LICORICE COUGH BALSAM

For the relief of Coughs, Colds, Hoarseness and Soreness of the Chest—50 cents and \$1.00.

### MARTIN'S MIXTURE

A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.00.

### VICTORIA DISPENSARY

IS AN INVALUABLE LIQUID FOOD IN THE OF A DELICIOUS BEVERAGE. "FOR STRENGTH, PURITY AND NOURISHMENT THERE IS NOTHING SUPERIOR TO IT."

### ROURNVILL COCOA

IS A HIGH-CLASS COCOA WITH A DISTINCT FLAVOUR DEVELOPED BY A SPECIAL PROCESS. PREPARED BY CADBURY'S FROM THE FINEST COCOA.

Hongkong, December 10, 1909.

### BRANDIES, GINS, WHISKIES, VERMOUTH, BITTERS, LIQUEURS, ALES, BEERS and STOUTS, HOCKS & MOSCELLS.

Champagnes, Sherries, Maraschino, Madeiras, Ports, Claret, Burgundies.

Caldbeck, Macgregor & Co.

10, Queen's Road Central.











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Cash

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GENT'S

GOODS

AT

28, QUEEN'S ROAD.

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A. S. WATSON  
& Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S

Effervescing  
LIVER SALTHighly recommended for  
Biliousness and all derangements  
of the Stomach.

WATSON'S

DIGESTIVE

TABLETS

An infallible cure for Indigestion.

WATSON'S

EMBROCATION

Invaluable to Sportsmen and  
Athletes.

AN EXCELLENT REMEDY FOR

Sprains, Stiffness,

Rheumatism,

Sore Chest, etc.

A. S. WATSON & CO.,  
LIMITED.Purveyors to the Government  
Civil Hospital, etc., etc.

THE HONGKONG DISPENSARY.

VICTORIA CINEMATOPH.

PREMIER HALL OF THE COLONY.  
DEBUT OF THE CELEBRATED AND EMINENT ARTISTES  
MISS MYRA JAMES.  
MISS SAM GALES.  
A Vocalist in descriptive and character  
Impersonations.TUESDAY DEBUT  
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MOUTRIE

PLANOS

HAVE NO EQUAL FOR BEAUTY  
OF TONE,

PERFECTION OF TOUCH,

AND

SOLIDITY OF  
CONSTRUCTION.

Over 1200

now in use.

S. MOUTRIE &amp; Co., Ltd.

Hongkong, April 16, 1907.

DEATH.  
FORSYTH.—On 29th January at Pakhoi,  
ISABEL BURGESS GUILD, wife of G. A.  
FORSYTH, I. M. Customs.MEMOS FOR TO-MORROW.  
Miscellaneous.  
Prize-giving at Queen's College by H.E.  
the Governor.General Memoranda.  
FRIDAY, February 4.—  
10 a.m.—Military Gun Practice.  
Opening of New Premises of Engineers  
and Shipbuilders' Institute by H.E.  
the Governor.SATURDAY, February 5.—  
11.30 a.m.—Meeting of China Provident  
Loan and Mortgage Co., Ltd., at Co.'s  
Office.MONDAY, February 7.—  
Noon.—Meeting of Kowloon Land and  
Building Co., Ltd., at Co.'s Office.TUESDAY, February 8.—  
Noon.—Meeting of Hongkong Canton &  
Macao Steamboat Co., Ltd., at Co.'s  
Office.SATURDAY, February 13.—  
9 p.m.—Smoking Concert at Volunteer  
Headquarters.MONDAY, February 14.—  
Ring Alfred Ball.SATURDAY, February 19.—  
Noon.—Meeting of The Hongkong and  
Shanghai Banking Corporation at the  
City Hall.SATURDAY, February 19.—  
12.30 p.m.—Meeting of National Bank  
of China, Ltd., at Bank Office.  
9 p.m.—Smoking Concert at Phoenix  
Club.

The China Mail.

HONGKONG, TUESDAY, FEBRUARY 1, 1910

HONGKONG AND A COMMERCIAL  
WIRELESS STATION.The Hon. E. A. HERVEY, speaking from  
the Chair at the annual meeting of the  
Hongkong General Chamber of Com-  
merce on Monday, drew the attention  
of members to the paragraphs in the Report  
relating to the proposed establish-  
ment of a commercial wireless telegraph  
station in the Colony. He said it was  
not a matter that needed special  
emphasis, for the advisability, may  
the absolute necessity, for a properly  
equipped station in Hongkong must be  
apparent to all. Of that there can be  
no possible shadow of doubt, the only  
question is as to the probability of the  
Government giving consent to a com-  
mercial company setting up such a  
station, or of the alternative proposition,  
of the speedy establishing of one under  
State control. Mr HERVEY very naturally  
is for the former plan. As he pertinently  
remarked:—"While it is not in the  
province of the Chamber of Commerce  
to push the interest of any individual  
business concern it appears that we  
should no longer be dependent upon  
H. M. service for our wireless station,  
but that one should be erected inde-  
pendently of the Navy, and in order  
to make this thoroughly efficient and  
self-supporting it should be conducted  
as a commercial undertaking and not as  
a Government concern. Of course the  
usual conditions would have to be  
imposed to preserve sovereign rights  
and control in time of war. As regards  
shipping this must of course always be  
a matter of the greatest moment to this  
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Colony."info direct communication with Sapa-  
pore, Kobe, Cebu, and the Philippines,  
is very feasible in view of the rapid  
improvements in the system which the  
last fifteen months have produced,  
and no doubt should a station be  
established here in the near future those  
to whom the work would be entrusted  
would see to it that the apparatus was  
thoroughly up to date. But from all  
that we can gather from the Home  
papers and viewing the general trend of  
official opinion in regard to the wireless  
system in the British empire generally  
we are very much afraid that we shall  
never see a station such as Mr. Hawert  
and the whole business community  
desires to have erected in our midst.  
We are a Crown Colony and very much  
in leading strings. The Lords of the  
Admiralty in their wisdom have de-  
clared, we understand, that all wireless  
stations erected in such Colonies as  
ours in the future must be entirely  
under Governmental control and they  
have advised the Colonial Office accord-  
ingly. Of course this is only in accor-  
dance with the general policy prevailing  
at Home at present, as witness the  
buying up of all the wireless stations  
in Great Britain by the authorities,  
following the precedent set in ordinary  
telegraphy and telephones. There is  
much to be said in favour of the State  
keeping control of such channels of com-  
munication, while equally weighty are  
the arguments to be brought forward in  
favour of strictly commercial stations.  
It is certainly rather an anomaly that  
Hongkong, with its tremendous ship-  
ping trade, should be without a wireless  
station for the receipt of commercial  
messages, for, as Mr. D. W. CHAMBER-  
LAIN pointed out in the course of his  
recent speech on Monday, "Hong-  
kong claims to be, and rightly so, one  
of the most important seaports of the  
world, and in these days of progress a  
port cannot be looked upon as properly  
equipped if the means for dealing with  
wireless messages are absent." The only  
way that we can see out of the difficulty,  
in view of the opinions held at the  
Admiralty and the Colonial Office, is  
for a motion to be brought forward  
in the Legislative Council that the  
Colony erect its own wireless station  
and that the cost thereof be defrayed  
from a loan specially contracted for the  
purpose. A wireless station is one of  
the urgent necessities of Hongkong at  
the present moment and we think it  
high time that the subject should be  
taken up in a positive manner, by the  
members of the Legislative Council.  
That is the only body, in our opinion,  
which can move effectively in such a  
matter as this.H.M.S. Astrea has arrived from  
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Patrons will no doubt roll up in large  
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## THE MOOSA CASE.

Defendant in the Box.

The hearing was resumed before Mr. Justice Gumpert and a jury at the Supreme Court this morning, of the case in which Moosa Ebrahim is charged with offences under the Bankruptcy Ordinance. The Acting Attorney General (Mr. F. A. Hazland) and Mr. W. Slade proceeded on behalf of the Crown, and Mr. E. D. Potter defended.

On the resumption the Attorney General informed the Court that he did not propose to address the jury.

Before further evidence was called, Mr. Potter raised the point as to whether charges laid against defendant could be maintained under the provisions of the Bankruptcy Ordinance, the receiving order having been made against the firm and not against defendant personally.

In the course of argument, Mr. Potter said if the prosecution agreed there was nothing to prevent his Lordship deciding the point. It was obviously desirable that the point should be decided by the presiding Judge, to whom prisoner would have a right of appeal, and if his Lordship did decide the point that did not prevent him from allowing the point to be reserved to the Full Court.

The Attorney General thought it would be the better course to reserve the point to the Full Court.

His Lordship—It is a new point here, I suppose?

The Attorney General—It was raised here in Court the other day, but as the man was acquitted the case did not go any further.

His Lordship (to Mr. Potter)—Can't you say I am against you without hearing you and therefore I think I had better reserve the point.

Mr. Potter—I take it that whatever happens this point goes to the Full Court? His Lordship—Yes.

Evidence was given by Mr. Campos, clerk to Mr. P. Lamont, auctioneer, who spoke to receiving from a bearded Indian a stock of goods which were deposited in the godowns. This Indian gave him instructions to write the name of Moosa E. Viera and Co. on the list. In October last defendant came two years after the goods were sold and witness told him they were not. They had never been put up for auction, as the reserve price was too high.

In cross-examination by Mr. Potter, witness admitted stating at the Police Court that he got Moosa E. Viera and Co.'s name on the list on the instructions of "the godown man." His memory was then at fault but it revived on the previous day after having thought about the matter over night. When defendant came two years after the goods had been deposited in the godown and asked if "the goods" were sold, witness assumed he was referring to the goods brought by the bearded Indian, because there was no other goods in the godown belonging to defendant.

Prisoner then went into the box. Answering Mr. Potter he stated that he was formerly partner in the firm of Moosa E. Viera and Co., and his other partner was his father. Witness came to the Colony when he was 19 years of age. He and his father went to school here and left Hongkong for Bombay in 1899. He came back to Hongkong in 1901, being then married. He then joined the firm of Moosa E. Viera and Co. as a partner and continued to be so until he became bankrupt. In August 1906 witness's father went back to Bombay, and witness was left in charge of the business and had no continued since. There was always a tightness with witness in money matters at Hongkong. His father managed the Bombay branch of the business. On November 9th, 1907, witness received a telegram from his father stating that he was in want of money.

Mr. Slade submitted that the telegram should not be referred to unless produced. Witness said the telegram was in the possession of the Crown.

Mr. Potter remarked that if he called for it he would lose his right of reply and he certainly did not intend doing that.

Mr. Slade replied that Mr. Potter had been asking to be allowed to break over the rule of the game simply for the benefit of prisoner. There was a limit to that sort of thing.

After argument his Lordship thought it would be sufficient to state that a wire was received.

Witness said that two days later he received a further wire to the effect that if money was not forthcoming the business would stop and advising witness to run away from the Colony. Instead of leaving the Colony witness decided to go to Mr. Wilkin (solicitor) and told him his position. It was arranged that if witness did not succeed in raising money by the 15th Mr. Wilkin was to go and tell Mr. Moxon. Witness did not raise the money, but on the 11th he received from the Bank of China a promissory note for the equivalent of 5,000 rupees which they wanted put through their agents in Bombay by witness. There was nothing to prevent witness cashing this order or sending it to his father, but he handed it to Mr. Wilkin and asked him to give it back to Mr. Moxon. He did that because he had not informed the bank at that time that he was insolvent. On that day witness went to Mr. Moxon, told him he was in difficulties, and that the bank were not written up, but that he had all the particulars from which they could be written up. He added that if a chartered accountant was provided he would assist him. Mr. Perry Smith was engaged, and goods and documents to the extent of 70,000 rupees were handed over to Mr. Moxon. As to the goods in the possession of Mr. Lamont, witness said he first knew they were there when he was at the Police Court. They were not sent there by him, neither were they ordered by him. They were received by a firm named Mahomed and Co. who were holding them on commission, and the rest from H. T. H. Mahomed, of Bombay. Witness simply had them to sell on commission, as if he did not sell them he would have lost nothing. They were not goods that would find a ready market; they were to sell at prices marked before witness received them. It was not true that witness and Allana went to buy these goods from Mr. Wilkin. Witness did not go to Mr. Wilkin at any time, and he did not know they were there. Witness simply went to Lamont's on business matter. As far as witness's recollection served him, he simply asked about some blankets. Witness had recently examined documents in the possession of

the Official Receiver, and there found invoices from Mahomed. These had reference to the goods at Mr. Lamont's.

At this stage Mr. Slade again raised the point as to whether evidence as to documents which were not being produced by Mr. Potter, should be deemed sufficient to show that he could do so.

Mr. Potter—I am not demeaning myself at all, Mr. Slade. Here I am struggling against terrible odds in order to get evidence before the jury, and you are certainly not assisting me.

After his troubles witness often sent telegrams to India at the request of Mr. Moxon. The latter requested him to wire to his father to ask him to pay in as much money as he could. Payments were made accordingly to the extent of 40,000 rupees.

Later, Mr. Slade again rose and uttered an objection. There was, he said, a certain class of counsel who, if they had the opportunity, would put in any evidence even if it was no evidence at all, and would get in anything any how, legal or illegal, just to shield a prisoner. He (Mr. Slade) did not propose to interrupt any further, but his Lordship could stop Mr. Potter if he chose.

Mr. Potter—As I understand it, I belong to a certain class of counsel, and I shall conduct my case in accordance with that or any other class I like and not in the manner my friend shall suggest.

His Lordship—I think we had better adjourn now. (Laughter.)

Court then rose for the fifth adjournment.

On the resumption, an argument took place as to the admissibility of certain documents, and his Lordship thought they had better be put in.

Mr. Slade—All right, we will have the lot up in a heap.

Mr. Fletcher (Deputy Official Receiver)—The whole lot? It will take six coolies to bring them up.

Mr. Slade—Have them up, six coolies and all.

After further evidence, Mr. Potter submitted that on certain counts there was no evidence on which the jury could convict. The defendant's case was that he was a partner up to November 7th, on which date the partnership terminated. Allana admitted that it was terminated on November 25th, because on that date Moosa's share was transferred to his infant son.

His Lordship—We have heard that the defendant was a partner.

Mr. Potter—But there was a transfer. It may have been fraudulent.

His Lordship was of opinion that that count should go to the jury.

Further evidence continued that there had been no concealment of property within the meaning of the Ordinance.

Mr. Slade asserted that there had been active concealment. Defendant had kept the goods concealed.

His Lordship held there was sufficient evidence to go to the jury on both points raised.

Defendant, continuing, said, on November 14th, 1907, his uncle had an interview with Mr. Moxon. Witness was present.

Mr. Moxon impressed upon witness's uncle the necessity of his (witness's) agreement to subscribe a sum of 25,000 rupees, and another uncle in Bombay to subscribe the same amount. Mr. Moxon then asked the uncle to pay the amount and he replied that he did not have the cash in hand, as he had bought a bill from Moosa E. Viera and Co. for 16,000. Mr. Moxon said that as the value of the goods bought was more than 16,000, he suggested that the goods should be sold over to him. That was done. It was in Nov. that witness's uncle bought the bill for 16,000, giving witness 8,000 on the 9th and 8,000 on the 11th. It was true that Mr. Moxon asked witness to pay the amount and he replied that he did not have the cash in hand, as he had bought a bill from Moosa E. Viera and Co. for 16,000. Mr. Moxon said that as the value of the goods bought was more than 16,000, he suggested that the goods should be sold over to him. That was done. 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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA	ASSAYE	2nd Feb.	Freight only.
SHANGHAI	ASSAYE	About 4th	Freight and Passengers.
LONDON, via SUEZ	ARGADIA	Feb. 5th	See Special Notice.
LONDON & ANTWERP	SUMATRA	About 9th	Freight and Passengers.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

STEAMERS	To SAIL
EMPEROR OF INDIA	15th Feb.
EMPEROR OF JAPAN	22nd Feb.
EMPEROR OF RUSSIA	29th Feb.
EMPEROR OF GERMANY	6th Mar.
EMPEROR OF AUSTRIA	13th Mar.
EMPEROR OF ITALY	20th Mar.
EMPEROR OF SPAIN	27th Mar.
EMPEROR OF PORTUGAL	3rd Apr.
EMPEROR OF GREECE	10th Apr.
EMPEROR OF TURKEY	17th Apr.
EMPEROR OF PERSIA	24th Apr.
EMPEROR OF INDIA	1st May
EMPEROR OF JAPAN	8th May
EMPEROR OF RUSSIA	15th May
EMPEROR OF GERMANY	22nd May
EMPEROR OF AUSTRIA	29th May
EMPEROR OF ITALY	5th Jun.
EMPEROR OF SPAIN	12th Jun.
EMPEROR OF PORTUGAL	19th Jun.
EMPEROR OF GREECE	26th Jun.
EMPEROR OF TURKEY	3rd Jul.
EMPEROR OF PERSIA	10th Jul.
EMPEROR OF INDIA	17th Jul.
EMPEROR OF JAPAN	24th Jul.
EMPEROR OF RUSSIA	31st Jul.
EMPEROR OF GERMANY	7th Aug.
EMPEROR OF AUSTRIA	14th Aug.
EMPEROR OF ITALY	21st Aug.
EMPEROR OF SPAIN	28th Aug.
EMPEROR OF PORTUGAL	4th Sep.
EMPEROR OF GREECE	11th Sep.
EMPEROR OF TURKEY	18th Sep.
EMPEROR OF PERSIA	25th Sep.
EMPEROR OF INDIA	2nd Oct.
EMPEROR OF JAPAN	9th Oct.
EMPEROR OF RUSSIA	16th Oct.
EMPEROR OF GERMANY	23rd Oct.
EMPEROR OF AUSTRIA	30th Oct.
EMPEROR OF ITALY	6th Nov.
EMPEROR OF SPAIN	13th Nov.
EMPEROR OF PORTUGAL	20th Nov.
EMPEROR OF GREECE	27th Nov.
EMPEROR OF TURKEY	4th Dec.
EMPEROR OF PERSIA	11th Dec.
EMPEROR OF INDIA	18th Dec.
EMPEROR OF JAPAN	25th Dec.
EMPEROR OF RUSSIA	1st Jan.
EMPEROR OF GERMANY	8th Jan.
EMPEROR OF AUSTRIA	15th Jan.
EMPEROR OF ITALY	22nd Jan.
EMPEROR OF SPAIN	29th Jan.
EMPEROR OF PORTUGAL	5th Feb.
EMPEROR OF GREECE	12th Feb.
EMPEROR OF TURKEY	19th Feb.
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EMPEROR OF ITALY	10th Sep.
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EMPEROR OF PERSIA	19th Jan.
EMPEROR OF INDIA	26th Jan.
EMPEROR OF JAPAN	2nd Feb.

Shipping.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Hongkong, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	To SAIL
TENNY MARU	1st Feb.
KOREA	8th Feb.
NIPPON MARU	15th Feb.
SIBERIA	22nd Feb.
MANCHURIA	29th Feb.
CHINA	6th Mar.
MONGOLIA	13th Mar.

The T. E. K. S. TENNY MARU will be dispatched for San Francisco, via Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, February 4th, at Noon.

Fares: Hongkong to London £71. 10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 12th Mar., at Noon.

Asia.....9,500 Tons, SATURDAY, 2nd April, at Noon.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, January 12th, at Noon.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London (via Canadian Atlantic Ports) £43.

Hongkong to New York (via New York) £45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South America Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via MOJI, KOBE, YOKOHAMA	CHICAGO MARU	4,175	Wednesday, 23rd Feb., at Noon.
Do.	TACOMA MARU	4,175	Wednesday, 23rd Mar., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for passengers and cargo.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
ANPING & TAKAO	YERIMO MARU	Wednesday, 2nd Feb., at Noon.
ANPING, via SWATOW & AMOY	SOSUO MARU	Thursday, 3rd Feb., at Noon.
SHANGHAI, via SWATOW, AMOY and FOCHOW	CHOSHUO MARU	Thursday, 3rd Feb., at 8 A.M.
SWATOW, AMOY & TAMSUI	DAIJIN MARU	Sunday, 6th Feb., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: "Choshu Maru" and "Daijin Maru" - First-class cabins - AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ EITEL FRIEDRICH	Wednesday, 3rd Feb., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	LUZOW	Wednesday, 3rd Feb., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR	Friday, 5th Feb., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Saturday, 6th Feb., at Noon.
KUDAT AND SANDAKAN	BOERNE	End of February.

For further Particulars apply to Norddeutscher Lloyd.

MILCHREDS & CO., General Agents, Hongkong & China.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, January 4.

The feature of the political speeches delivered during the past few days is the discovery of a striking difference of opinion in the ranks of the Radical Liberals as to the future of the House of Lords.

The party is united in condemning the House as at present existing; but there is a sharp division as to whether it should be amended or ended. On the one side are advocates of Single-Chamber rule; on the other are supporters of the reform of the Second Chamber, reform which would make it stronger than at present.

The Scottish Radicals, who announce themselves out-and-out Single-Chamber men are for the most part warring mining and manufacturing centres where Nationalists and Labourists most decongrate - extremists who are in a minority, but are in numbers sufficient to sway the polls and in a position to dictate a policy to the greater mass of Liberals.

The Irishmen and Socialists are well aware that their only chance of obtaining legislation is through a House of Commons elected upon some wave of popular emotion; consequently they demand that the Lower House shall be supreme, not only in finance but in all other legislation.

Mr Norman Lamont, the member for Buteshire, is one of those who have found the new salvation, and he defends his views on the ground that, before the Union of the Crowns, Scotland governed itself remarkably well under a Single Chamber.

He omits to state that the Scottish Parliament had no sort of resemblance to the British House of Commons, that it was not democratic, and contained more Lords than Commons.

And he forgets a better illustration, the present granted and much praised South African constitution, in which, as in all the other Colonies, there is a Second Chamber, taking its power from a limited electorate.

SECOND CHAMBER LIBERALS.

The other half of the party, which may be called representative of the old Liberalism, is in favour of a Second Chamber on an elected basis.

The principal advocate of this view is Mr Haldane. Most of these gentlemen are standing for constituencies in which the "Green" and "Red" voters can be manipulated or neglected.

Sir James Gibson, for example, asked Lord Edinburg whether they would not be satisfied with the destruction of the absolute veto of the House of Lords and their power of interference with the finances of the nation?

And Mr Falconer told the people of Forfarshire that as regarded ordinary legislation, it would have a Second Chamber chosen by the best method that could be found, on account of the public experience of its members, and that it might be desirable to have it representatives of the Colonies.

With such varied views about a new Upper Chamber, - and examples might be multiplied indefinitely, - it is evident that Mr Asquith's Government, if returned, cannot claim to have a mandate for any particular scheme of reform or abolition.

LORD TREVELYAN OF THE LORDS.

It will be a big struggle before the question of the House of Lords is decided; and it is interesting to recall what the late Lord Trevelyan thought about it. He was the most capable Whig the Liberals ever possessed, with a fine instinct for political probabilities, and in a volume of "Recollections" just published we find it stated that "while realising that the struggle with the House of Lords for pre-eminence was inevitable and one that could not be long postponed, he did not minimise the difficulties of the contest, and some words he uttered at Duns in 1904 indicate his attitude. He said: "If we are going into the question of the House of Lords, we will have to take our coats off before we get to the end of it. And we will want not only hard hitting on the part of the leaders, but we will want forbearance, support, and patience on the part of the followers."

The most boycott, which was started in America as a protest against the exorbitant prices charged by the Meat Trust, has extended to Boston and other cities and fully a million people in America have pledged themselves not to eat meat for a month or two.

America is dreading the outbreak of a railway strike. Owing to most of the companies declaring larger dividends, the men are demanding a rise of ten per cent wages. The Companies say they cannot afford to meet such a demand and the men threaten to strike.

FOR SALE.

FOR SALE OR TO LET.

DERRINGTON, Peak Road, SHORNOLIFFE, Garden Road.

For particulars apply to Mr. SCHROETER, c/o GARDNER BROSSELY & Co., King's Buildings, Third Floor, Hongkong, June 2, 1909.

ASAHI BEER.

SAPPORO BEER.

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ASAHI BEER.



TUESDAY, FEBRUARY 1, 1910.

## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

STEAMERS	Leaves	Connecting Steamers	Due	Due
to	HONGKONG	from Colombo to	MARSEILLES	LONDON
Colombo		MARSEILLES & LONDON	(Sundays)	(Sundays)
STEAMER	Leaves	STEAMER	Tons	Saturday
ARGADIA	Feb. 5	MAINTUA	10000	March 6
ARABIA	Feb. 19	PERIA	7951	March 19
DELTA	March 5	MALWA	11000	April 5
MAEDONIA	March 19	(Through steamer)		April 19
		(calling at Bombay)		
DEVANHA	April 2	MAHMOBA	10000	April 30
ASHAYE	April 16	MORHA	10000	May 14
DELTA	April 30	MOOLAN	10000	May 28
DELTA	May 14			June 11

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong, or at time of booking.

Fares to London (including Surtax):  
1st Saloon.....£71.10 Single, £106.14 Return.  
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following—  
INTERMEDIATE (Not-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaves	Due
to	HONGKONG	LONDON
STEAMER	Leaves	Due
SUMATRA	Feb. 9	March 28
RYANZA	Feb. 23	April 9
SUNDA	March 6	May 1
MILK	March 20	May 15
SABINDIA	April 3	May 28
NOBE	April 17	June 11

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.  
FARES TO LONDON (including Surtax):  
1st Saloon.....£38.10 Single, £57.4 " Return.  
2nd ".....£24.8 " £37.2 " "

\* Carry 1st and 2nd Saloon Passengers.  
For further particulars Apply to  
E. A. HEWETT, Superintendent.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOUL KORE,  
YOKOHAMA, HONOLULU, MANZANILLO AND  
SALINA CRUZ (Mexico).

STEAMERS	Tons, Gross.	Leaves
to		HONGKONG
S.S. Kyo Maru	17,200	Feb. 26th, at noon.
S.S. Bujo Maru	10,500	April 27th, at noon.
S.S. Hongkong Maru	11,000	June 25th, at noon.

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, Kato's Buildings.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having  
splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMERS	Leaves	Leaves
to	SWATOW.	SWATOW.
HAIMON	Feb. 10, at 10 a.m.	WEDNESDAY, 2nd
HAIFANG	Feb. 24, at 10 a.m.	FRIDAY, 4th
HAICHING	Feb. 10, at 10 a.m.	TUESDAY, 8th

For the convenience of Passengers, Steamers will arrive at, and  
depart from, the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.



## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
EURI	2540	A. Fraser	Manila	Tuesday, Feb. 9, at 5 p.m.
LAURO	2540	R. Rodger	Manila	Saturday, Feb. 12, at noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.  
For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

## HONGKONG—BOSTON &amp; NEW YORK

## AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS  
AND SUEZ CANAL.  
(With liberty to call at the  
MALABAR COAST.)

STEAMERS	Leaves	Due
to	HONGKONG	BOSTON
STEAMER	Leaves	Due
S.S. MUNCASTER CASTLE	Feb. 12th	February 12th

For Freight and further information, apply to  
SHEWAN, TOMES & CO.  
General Agents.

Hongkong, January 18, 1910.

## Shipping

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

## S.S. 'MACEDONIA'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, via BOMBAY,WILL leave Hongkong on MARCH 19th, 1910, staying  
at Bombay 24 hours only and is due to arrive at—  
MARSEILLES.....April 16th.  
LONDON.....April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single, £106.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to  
E. A. HEWETT, Superintendent.

Hongkong, August 15, 1909.

## THE 'SHIRE' LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON &amp; ANTWERP.

THE Steamers  
PEMBROKESHIRE (late Segura) & CARMARTHENSHIRE  
Being superior accommodation for First-Class Passengers, will be despatched from  
Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON.....£35.

A Stewardess and fully qualified Doctor are carried.

N.B.—'Pembroke' calls at Marseilles.

For further particulars apply to  
JARDINE, MATHESON & CO., LTD.,  
Agents.

Hongkong, November 29, 1909.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUIS, LONDON, E.C.

SIBERIAN RAILWAY by the principal STEAMSHIP LINES and TRANS

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS

TOURS arranged to suit all parts of the world.

RAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS  
of 1819.Head Office for the Far East:  
16, DES VIGUE ROAD,  
Hongkong.Japane Office:  
14, WATER STREET,  
Yokohama.

Hongkong, April 6, 1908.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,500 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG

AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Capt. T. W. GARDNER, FRIDAY, 4th

February, 1910.

Calling at Manila, P.I., Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern

Pacific Steamship Lines for all points in the United States and Canada; also with

Atlantic Steamship Lines for all points in Great Britain and on the Con-

tinent. Direct connection at Hong Kong for Manila, Straits Settle-

ments, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and Staterooms

(with private cabins), Main room, Library, Smoking room, Messing, Laundry, (with

private cabins), etc.

\* Trans-Pacific Cable passengers may travel by mail &amp; deliver

passage, Kato and Nagasaki, without extra charge.

\* For convenience of cable passengers, telegrams are interchangeable with

regular mail lines between Japan, China and Hong Kong.

\* For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA, Agents.

HONGKONG, JANUARY 29, 1910.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FLORENCE, Trieste, Genoa, etc., calling at

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN,

SUZ and PORT SAID.

(Taking Cargo at through rates to the

Suez Canal, to Port Said, Suez, etc., and

Black Sea, etc., via the Suez Canal.)

THE Company's Steamship  
FORWARDERS  
Captain BUNN will be despatched as  
above on the 10th February, p.m.

This steamer has splendid accommoda-

tion for passengers. Electric Light, and

carries a Doctor and stewardess.

For information, apply to: Freight and

Freight, apply to:  
LAWSON, WILKES & CO.,  
Agents,  
Princes Buildings,  
Hongkong, January 29, 1910.

HONGKONG, JANUARY 29, 1910.

HONGKONG, JANUARY 29, 1910.

HONGKONG, JANUARY 29, 1910.

HONGKONG, JANUARY 29, 1910.

HONGKONG, JANUARY 29, 1910.

HONGKONG, JANUARY 29, 1910.

## Shipping.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

Taking Cargo at through rates to the

Suez Canal, to Port Said, Suez, etc., and

Black Sea, etc., via the Suez Canal.)

THE Steamship  
ARRATOON APUR,  
Captains & Stewards, will be despatched  
for the above ports on THURSDAY, the  
3rd February, at Noon.For Freight or Passage, apply to  
D. SASSOON & Co., Ltd.,  
Agents.

Hongkong, January 31, 1910.

HONGKONG, JANUARY 31, 1910.

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## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE,  
VIA DAIRIN.

## WINTER SCHEDULE.

(Effective from Oct. 23, 1909).

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st Class Cars, operated between Dairin and Changchun  
in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai  
Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (3,877 tons each)  
as follows:—

## NORTH-BOUND.

Shanghai (Steamer)	Leave	Thursday	Saturday or Sunday
Dairin	12.00 a.m.	Sunday	Monday or Tuesday
Mukden	9.49 p.m.	"	"
Changchun	10.10 p.m.	"	"
Harbin	8.30 a.m.	Monday	Wed. or Sat.
(Express Train)	8.30 a.m.	"	"
Harbin	2.30 p.m.	"	"

Connecting at Harbin with

## SOUTH-BOUND.

Harbin (Russian Train)	Leave	Thursday	Saturday or Sunday
Changchun	11.55 a.m.	Tuesday	Thurs. or Sat.
Mukden	9.40 p.m.	"	"
Dairin	10.00 p.m.	Wednesday	Fri. or Sun.
Shanghai (Steamer)	8.30 a.m.	"	"
Harbin	8.30 p.m.	"	"

Connecting at Harbin with

## TICKET AGENCIES.

The Company's railway and steamer tickets are obtain-  
able at all the Agencies of the International Sleeping Car & Express Trains Co. and  
Messrs. Cook & Son.  
RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: Yamato) at Dairin  
Port Arthur and Changchun, also very shortly at Mukden; all under the Company's  
management.

## FRESH COAL.



